over loaded commercial vehicles cause premature failure of the pavement necessitating large investment in pavement rehabilitation.

World Bank funds for the betterment of roads in the Country

2456. SHRI S. MADHAVAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the World Bank has agreed to allot funds for the betterment of roads in the country;

(b) if so, what are the details thereof;

(c) what are the steps taken by Government to utilise these funds; and

(d) how much of these funds will be allotted to various state Governments ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) Constitutionally, the Central Government is primarily responsible for the development and maintenance of National Highways in the country and all other roads are essentially the responsibility of the State Governments concerned.

So far as development of National Highways is concerned, two loan agreements have been signed with the World Bank in September, 1985 and June, 1992 for US $ 200 million and US $ 306 million respectively. The first loan agreement included development of about 496 kms of National Highways in the States of Haryana, Punjab, Tamil Nadu, Gujarat, Uttar Pradesh and West Bengal. The loan has been closed on 31-12-1993. The second loan agreement includes development of about 290 kms of National Highways in the States of Haryana, Punjab, Madhya Pradesh, Orissa, Maharashtra and West Bengal and reconstruction of six bridges on State roads in Orissa. The closing date of the loan is 30-6-2001.

Shortfall in road development target

2457. SHRI SURESH KALMADI :

SHRI RAJENDRA PRASAD MODY :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether there is considerable shortfall in road development targets fixed for 20 years (1981—2001) road development plan for the country;

(b) if so, the details thereof;

(c) the total number of villages in the country that have all weather roads with and without adequate cross drainage structures; and

(d) whether Government are formulating the perspective of 20 years road development plan for the year 2001 to 2021 to meet the future demands for movement of traffic and to provide a modern road network in the country ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) The Hon'ble Members are referring to targets indicated in the 20 year (1981—2001) Road Development Plan drawn by the Indian Roads Congress which is a registered society under the Societies Registration Act of 1860. However, the recommendations/targets inunciated in this Plan documents are basically recommendatory in nature and are intended to serve as reference for the formulation of the Five Year Plans etc. both at Central/State level. These targets have not been achieved mainly due to constraints of funds.

(c) Constitutionally, the Government of India are primarily concerned with development and maintenance of National Highways only. Construction/development etc. of other roads including village roads come within the purview of the State activities, and State Governments are, therefore, essentially concerned in the matter.

(d) There has been no such move at this point of time.

Capacity of Major Ports

2458. SHRI VIREN J. SHAH : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the existing capacity of the major ports in the country and how much of the additional capacity is proposed to be added by the end of the Eighth Five Year Plan and what cost;

(b) how much annual traffic was handled by the ports during the last three years;

(c) in how many cases the ships had to wait at the ports for unloading for an abnormally long period during each of the last three years;

(d) what steps have the Government taken or propose to take to obviate the chances of abnormal delay in the unloading of the ships at the major ports and what is the result of these steps;

(e) whether privatisation has been conceived in the form of leasing out of various assets and facilities like berths, jetties and cargo handling equipments; and

(f) if so, what are the details therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) As on 31-2-1994, all Major Ports had an aggregate capacity of approx. 172.6 million

tonnes. An outlay of Rs. 2984 crores has been provided in the Eighth Five Year Plan for various schemes to increase the capacity and productivity of Major Ports. As per the Eighth Five Year Plan, it has been envisaged to increase the aggregate capacity of all Major Ports to approx. 237 million tonnes by 31-3-1997.

(b) The aggregate traffic handled during each of the last three years by all Major Ports was as follows :

Year	Traffic (in million tonnes)
1991-92	157.6
1992-93	166.6
1993-94	178.3

(c) The number of vessels which waited for more than five days before berthing at Major Ports during the last three years is as given below :

Year	Number of vessels
1991-92	707
1992-93	1011
1993-54	1037

(d) During the Eighth Five Year Plan an outlay of Rs. 2884 crores has been provided for taking up various schemes to increase the capacity and productivity of Major Ports. Instruction have been issued to all Major Port Trusts for improving their performance and provide efficient services. The average pre-berthing detention time came down from 1.9 days in the year 1992-93 to 1.8 days in the year 1993-94. The average turn-round time reduced from 7.6 days in the year 1992-93 to 6.9 days in the year 1993-94.

(e) and (f) Yes, Sir. Broadly, the following areas have been identified for private sector participation in the port sector :

(i) Construction, operation and maintenance of container terminals.

(ii) Construction, operation & maintenance of cargo handling terminals.

(iii) Creation, operation & maintenance of dry docking and ship repair facilities.

(iv) Creation & operation of new warehousing & storage facilities.

(v) Provision, operation & maintenance of floating crafts.

(vi) Provision of cranage services.

(vii) Dredging.

(viii) General maintenance and other miscellaneous services.

राष्ट्रीय राजमार्ग संख्या-2 का रख-रखाव

2459. **श्री शंकर दयाल सिंह** : क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) उन राज्यों के नाम क्या-क्या हैं, जहां से राष्ट्रीय राजमार्ग संख्या-2 गुजरता है तथा क्रमशः प्रत्येक राज्य में इस राजमार्ग संख्या-2 की लम्बाई कितनी-कितनी है; और

(ख) पिछले तीन वर्षों के दौरान उन राज्यों को राष्ट्रीय राजमार्ग संख्या-2 की मरम्मत तथा देख-भाल के लिए कितनी धनराशि दी गई, जहां से यह राजमार्ग गुजरता है;

(ग) क्या इन राज्यो मे दी गयी राशि का समुचित उपयोग किया है; और

(घ) यदि हां, तो तत्संबंधी ब्यौरा क्या है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) :

(क) दिल्ली . .	12 कि० मी०
हरियाणा . .	71 कि० मी०
उत्तर प्रदेश . .	777 कि० मी०
बिहार . .	392 कि० मी०
पश्चिम बंगाल .	235 कि० मी०
जोड़ :	1490 कि० मी०

(ख) से (घ) राष्ट्रीय राजमार्गों के रख-रखाव और मरम्मत के लिए निधियां राष्ट्रीय राजमार्ग-वार नहीं बल्कि राज्य-वार आबंटित/जारी की जाती है तथापि, उपर्युक्त राज्यों में पिछले तीन वर्षों में राष्ट्रीय राजमार्गों के रख-रखाव और मरम्मत के लिए जारी की गई निधियां और उन पर किया गया खर्च नीचे दिया गया है :—

(लाख रु०)

राज्य का नाम	1991-92		1992-93		1993-94	
	आबंटन	खर्च	आबंटन	खर्च	आबंटन	खर्च
बिहार . .	1012.30	1089.731	1072.66	1072.73	1276.45	1264.74
दिल्ली . .	163.00	211.73	171.80	191.89	208.21	145.75
हरियाणा . .	362.29	401.66	380.83	401.08	513.86	747.08
उत्तर प्रदेश .	1312.05	1365.62	1394.96	1462.38	1710.52	1889.38
पश्चिम बंगाल .	1284.35	1377.39	1071 51	565 17	1760.45	प्राप्त नहीं हुए